

Martell's
Brandy

are known and asked for
all over the world

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
459

The China Mail

ESTABLISHED 1845.

D. C. L.
Old Tom Gin.

The most reliable gin
on this market.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
459

No. 12,920

號五廿月八年四零百九千一英

HONGKONG, THURSDAY, AUGUST 25, 1904.

日五十月七年辰甲

PRICE, \$3.00 Per Month.

W H I S K Y.

V. O. B.

BLENDED

Charles Mackinlay & Co.,
LEITH.

\$12.00 per Case.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.
Hongkong, July 26, 1904. 2847

Intimations.

HONGKONG AND SHANGHAI BANK
ING CORPORATION.

THE DIVIDEND declared for the Half-
year ending 30th June last, at the
rate of ONE POUND AND TEN
SHILLINGS STERLING per Share of
\$125 is Payable on and after MONDAY,
the 22nd day of August current, at the
Office of the Corporation, where Share-
holders are requested to apply for Warrants.

By Order of the Court of Directors,
(Sd.) J. R. M. SMITH,
Chief Manager.

Hongkong, August 20, 1904. 1534



WANTED.

TO Purchase or Hire a STEAM
LAUNCH Complete, about 450
long. In case of hire it would be required
for 6 days a week and rate must include for
crew and all necessary stores.
Reply stating full particulars to Office
in Charge of Works, H.M. NAVAL YARD,
Hongkong, August 23, 1904. 1549

WANTED.

IN A Solicitor's Office in Hongkong, a
Thoroughly Efficient SHORTHAND
CLERK and a TYPEWRITER (either male
or female) Salary to commence with £15
Sterling per month. Apply in writing to
"LEX,"
Care of "CHINA MAIL" Office,
Hongkong, August 19, 1904. 1529

WANTED.

A SECOND-HAND ENGLISH
BILLIARD TABLE.
Apply
Care of "CHINA MAIL" Office,
Hongkong, August 5, 1904. 1438

SITUATION WANTED.

BY A Middle-aged Gentleman who has
Thorough Experience in connection
with Customs and Mercantile Business, as
well as Office Work; speaks Mandarin,
Ningpo, Hakka and Cantonese Dialects.
Good references; no objection to Out-
ports.
For further particulars, please apply to
"T,"
Care of "CHINA MAIL" Office,
Hongkong, August 22, 1904. 1544

NOTICE.

I J. W. HAMMOND, WILL NOT BE
RESPONSIBLE for any Debts con-
tracted by my Wife Mrs ANTO HAM-
MOND.

J. W. HAMMOND,
Kowloon Godowns.
Hongkong, August 19, 1904. 1528

THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Cui-
sine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 20, 1904. 135

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS

By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCE OF WALES

Supplied at all the leading Hotels and
Restaurants, and to be obtained from **LANE,**
CRAWFORD & Co., Queen's Road,
Central.

Business Notices.

W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,
BOILERMAKERS, BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS, KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain R. D. Thomas.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,200 tons, Captain W. A. Valentine.
s.s. HANKOW, 2,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lomax.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 218 tons, Captain T. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willis.
s.s. NANNING, 569 tons, Captain C. Burchard.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD AND SWIRE,
Agents CHINA NAVIGATION CO. LTD.

DR NEWELL WILSON.

DR WILLIAM DANELL.

DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor, WATKINS BUILDING).

Hongkong, February 18, 1904. 2206

DR HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

41, QUEEN'S ROAD CENTRAL,

Entrance on Lee Yuen Street.

Hongkong, July 23, 1904. 1879

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

37, DES VUEZ ROAD CENTRAL, HONG.

From the University of Pennsylvania,

U.S.A.

Hongkong, July 28, 1904. 1386

Bovril supplies to the

body the nourishment it

requires, and makes good

the muscle, tissue and

energy spent during the

hurry and worry of the

day's work. The very

embodiment of strength

and sustenance in a digest-

ible form is Bovril.

BOVRIL

Is the Synonym for what is Best in

SEWING MACHINES

SIMPLE—STEADY

SILENT—STRONG

SHOWROOMS:

1, WYNDHAM STREET

Hongkong

Hongkong, August 21, 1904. 1283

Business Notices.

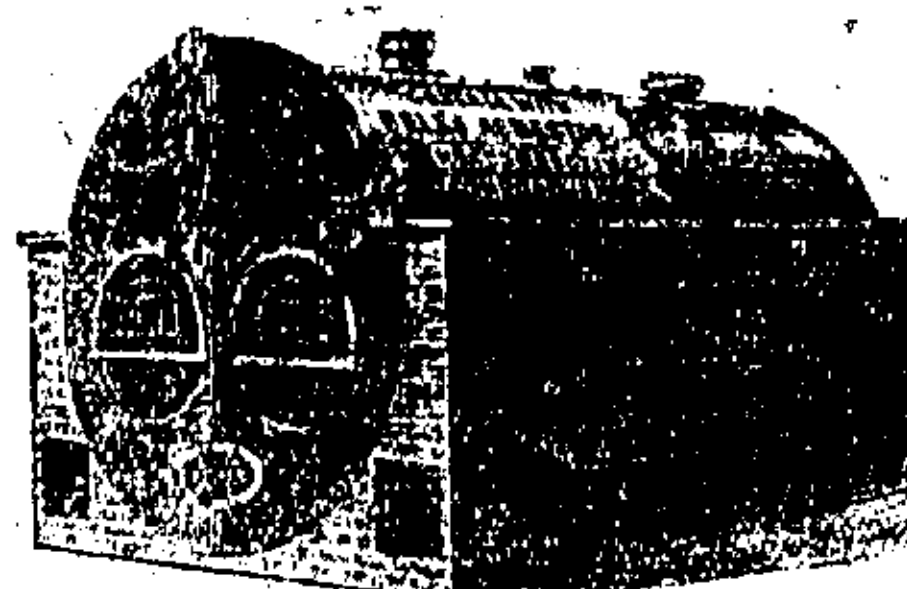
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPIES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 6, DES VUEZ ROAD.

LANE, CRAWFORD & CO.

FURNISHING DEPARTMENT

IVORINE and CREAM LACE CURTAINS,

4, 4½ & 5 Yards Long, from \$5.00 Per Pair.

NEW DESIGNS IN LACE-EDGED MUSLINS,
ART and FIGURED MUSLINS.

FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS AND COLOURINGS.

THIN SUMMER BLANKETS from \$3.50 each.

WHITE and COLOURED BED QUILTS
from \$4.75 each.

NEW STOCKS OF THE ABOVE JUST RECEIVED. INSPECTION INVITED.

LANE, CRAWFORD & Co.

MARINE MOTORS AND MOTOR
LAUNCHES.

THE Undersigned is Agent in China for LISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
Price Lists on application.
A SAMPLE BOAT now Open to Inspection in Hongkong Harbour.

G. C. MOXON,

5, VICTORIA BUILDINGS, QUEEN'S ROAD.

1154

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 5 P.M. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attained by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate, and satisfaction guaranteed as
attested by \$700 Recommendations which I have received from all Sources.

Hongkong, August 2, 1904. 1419

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, August 1, 1904. 1413

CARLTON HOUSE.

10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.

COOL ROOMS. ELEGANTLY FURNISHED.

COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.

For Terms, apply to

B. F. HOWARD, Lessee and Manager.

Hongkong, July 2, 1904. 1226

BOARD AND RESIDENCE

ASTOR HOUSE.

(Old Government House)

186, QUEEN'S ROAD EAST.

TERMS:—\$3 per Day—\$50 per Month.

COMFORT OF VISITORS GUARANTEED.

Apply on the Premises.

Hongkong, August 9, 1904. 1400

6 & 7, ALBANY STREET, WANCHAI.

HAVE FOR SALE:

DONKEY-BOILERS, STEAM WINCHES and

WINDMILLS, DYNAMOS and ENGINES.

Hongkong, August 4, 1904. 1420

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shau-ki-wan

Road—Electric Trains pass the Doors

every few minutes.

The ONLY HOUSE on the Road.

The popular resort of the Colony, occupy-

ing a Charming Scenic Situation, and

commanding the most extensive view of the

Harbour and Kowloon Peninsula.

There is Accommodation for a few

Boarders.

GOOD SEA BATHING.

REFRESHMENTS SERVED OF THE FINEST

QUALITY OVER.

PRIVATE TIPPING and DINNERS

Prepared in First-class Style on the shortest

notice.

Dinner Parties and Parties Ordered for

at the

JAN CHRISTIE

Proprietor and Manager

Hongkong, August 15, 1904. 1383

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

MRS WATKINS, Proprietress.

Hongkong, July 27, 1904. 1374

PURE LINSEED OIL

Awarded Bronze Medal at Paris

Exhibition, 1900.

Gold Medal at the Indian Industrial

Exhibition 1893, 1900 & 1904.

MANUFACTURED BY

THE GOUREPORE CO., LTD.

CALCUTTA.

Contractors to the Military and

Public Works Departments,

State Railways, and all

large Consumers

throughout India, the East,

and the Colonies.

V. R. LUXLEY & CO.,

Sole Agents,

HONGKONG.

Cable Address "LUXLEY," Hongkong.

Hongkong, July 23, 1903. 1513

HOTEL ORAIGIEBURN.

BLUNKET'S GAT, THE PEAK.

near the TRAM TERMINUS. TELEPHONE 56.

For Terms,

Apply to the MANAGER.

74

Business Notices.

GREEN ISLAND CEMENT CO.,

Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory

In bags of 250 lbs net, \$3.00 per bag, ex Factory

FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glazed

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS.

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

Hongkong, May 6, 1903.

FAIRALL & CO.

HIGH-CLASS

DRESSMAKERS, MILLINERS,

AND

GENERAL DRAPERS.

CORSETS and SHOES A SPECIALITY.

Hongkong, August 9, 1904. 1096

THE

HONGKONG HOTEL.

REFLECT WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CHEF.

2196

CONNAUGHT HOUSE HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVERWATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL
ALL KINDS OF WORK DONE FOR AMATEURS.
84 QUEEN'S ROAD CENTRAL.

KELLY & WALSH, LTD.

Books for the Study of the
CHINESE LANGUAGE.
CANTONESE MADE EASY.
PART I. A Book of Simple Sen-
tences in the Cantonese Dialect,
with Free and Literal Translations,
and Directions for the Rendering
of English Grammatical Forms in
Chinese, by J. DYER BALE. 33.00
Teak Wa K'ing Tan 俗話精
in Cantonese Colloquial; 2 Vols. 2.00
Kung Han I Yau 集通自音語
Translation of Important Official
Letters, by W. G. Lay. 4.00
集通自音語 Yu Yen Tzu Erh
Chi. A Progressive Course of
Colloquial Chinese as Spoken in
the Capital and Metropolitan
Dept., by Wade and Hillier; 2
Vols. 810.50 & 810.50
Manual of Chinese Quotations,
being a Translation of the Ch'ing
Yu Kuo (成語考) With
Chinese Text, Notes, Explanations
and English and Chinese Index, by
J. H. Stewart Lockhart. 12.00
Progressive Exercises in the Chinese
Written Language, by T. L. Bullock. 6.00
ORAVEN MIXTURE

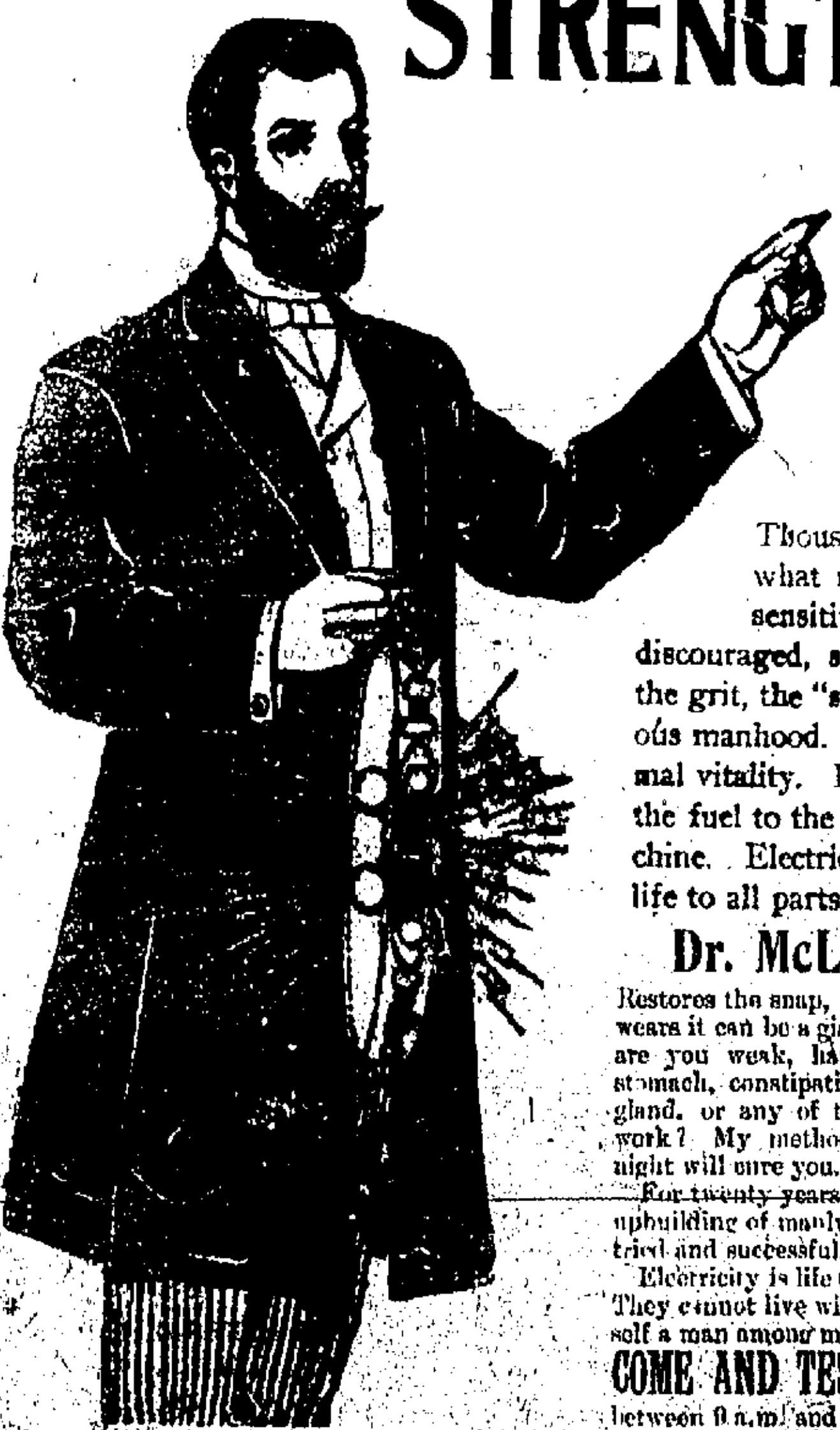
JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1-1, SHINJUKU CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimomachi, Moji, Waka-
matsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Misaki, Hakodate,
Fukuoka, etc.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinotama, Mameda, Manama,
Mama, Otsu, Sasahara, Tanbaku, Yoshinotani, Yoshio, Yuncikara, and other
coals.

S. MINAMI, Manager, Hongkong.

I RESTORE
STRENGTH

Thousands of men are mere pigmies of
what nature intended them, backward, over-
sensitive, fearful to venture, delicate, easily
discouraged, short of breath, weak, nervous, lacking
the grit, the "rand" which is the possession of vigor-
ous manhood. They need Electricity, which is ani-
mal vitality. It is the foundation of all vigor. It is
the fuel to the engine which runs the human ma-
chine. Electricity, as I apply it, is a source of new
life to all parts of the body. My

Dr. McLaughlin's Electro-Vigor

Restores the man, the vim and vigor of youth. Any man who
wears it can be a giant in mental and physical development. Men,
are you weak, have you pains in the back, varicose veins, weak
stomach, constipation, lumbago, rheumatism, enlarged prostate
gland, or any of the results of early mistakes, excesses or over-
work? My method of applying Electricity while you sleep at
night will cure you. It fills the nerves with the fire of life.
For twenty years, I have studied Electricity as applied for the
upbuilding of manly strength, and my method of treatment, now
tried and successful, is the result of my study and experience.
Electricity is life to the weak parts and to the nerves of the body.
They cannot live without it. Get back the power and make you-
self a man among men.

COME AND TEST IT-FREE. A free test will be given to
all who call at my office
between 9 a.m. and 6.30 p.m. daily, Sunday 10 to 1. In this way
I can convince you, even after everything else has failed. Call at once.

Write To-day for My Free Illustrated Book and Full Information.

Dr. McLaughlin's book is published for free distribution to those interested in the development of vigorous health in men and
women. It is profusely illustrated and describes my method of treatment and appliances.
Sent sealed, free, on request. Send for it to-day. Cut out this ad.

Dr. M. A. McLaughlin Co.,
64 QUEEN'S ROAD CENTRAL, HONGKONG.

BRANCH: Corridor of NANKING and KIANGSE
ROADS, SHANGHAI.
Office Hours: 9 A.M. to 5 P.M., SUNDAYS, 10 to 1.

Intimations.

MITSU BISHI COSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

Cable Address: "IWASAKI,"
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRUFF.
HONGKONG: H. U. JEFFRIES.
MANILA: COMANIA MARTINEZ.
YOKOHAMA: M. ANAYA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
the Imperial Armaments; the Imperial Rail-
ways; Sanyo, Kinshu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shimizu, Namazu and Kami-
Yama Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzon Coal from 1905.
Sole Agents for Kigio, Konatsu (Tagawa)
and Matsushima Coals.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima
Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, April 25, 1904. 777

NOTICE TO MARINERS.

NOTICE IS HEREBY GIVEN that the
Master of the British Steamer LYN-
GAX, reports having on the 2nd Inst.,
passed a FLOATING WHIRL in Lat.
39° 24' N., Long. 120° 54' E., and on the
same day in Lat. 38° 34' N., Long. 120°
36' E., he passed a Floating Mine with pro-
jecting Prow.

A. HOLZ,
Harbour Master, etc.

Sunday, August 12, 1904. 1490

Intimations.

HONGKONG GYMKHANA CLUB.

THIRD MEETING.

POST ENTRIES will be allowed in
events Nos. 2 and 4, viz.: TENT
PEGGING and THE LADIES' NOMINA-
TION. The Entrance Fee for Tent
Pegging has been reduced from \$5 to \$3.
Geo. K. HALL BRUTTON,
Hon. Sec., Gym. Com.

Hongkong, August 24, 1904. 1559

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and
BONUS of 4% per Share for the six
months ending 30th June, 1904, declared
at Monday's Ordinary Half-yearly Meeting,
will be Payable at the Premises of the
HONGKONG AND WHAMPOA DOCK
COMPANY, on and after TUESDAY, 23rd
August, and Shareholders are requested to
apply for DIVIDEND WARRANTS at
the COMPANY'S OFFICE, Queen's Build-
ings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, August 23, 1904. 1559

CHINA SUGAR REFINING CO.,

LIMITED.

NOTICE.

IN Accordance with the Provisions of
No. 121, of the Articles of Association,
General Agents have this day declared
an INTERIM DIVIDEND of 5% for the
Half-year ending 30th June, 1904, on the
PAID-UP CAPITAL.

DIVIDEND WARRANTS, payable on
MONDAY, the 29th August, will be sent to
Shareholders on application.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from 10th to 29th
Inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, August 9, 1904. 1465

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held at the COMPANY'S HOTEL,
at 11.30, for the purpose of Receiving a
Statement of Accounts of the Company to
the 30th June, 1904, with the Report of the
Directors, and to discuss any matter that
may be competently brought before the
Meeting.

THE TRANSFER BOOKS of the Com-
pany, will be CLOSED from the 21st to
the 27th August, inclusive.
By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, August 17, 1904. 1506

THE HONGKONG & KOWLOON

WHARF & GODOWN COMPANY,

LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEET-
ING of the Hongkong & Kowloon Wharf
& Godown Company, Limited, will be held
at Messrs. JARDINE, MATHESON & Co's
Officers, Pedder Street, Victoria, Hong-
kong, on WEDNESDAY, the 31st day of
August, 1904, at 12.15 o'clock in the after-
noon, when the following resolutions will
be proposed:

1. That the said resolutions be passed by
the required majority they will be sub-
mitted for confirmation as special resolu-
tions to a second Extraordinary meeting,
which will be subsequently convened.

2. That the Capital of the Company be
increased from \$1,500,000 to \$2,000,000 by
the creation of 10,000 new shares of 500
each.

3. That such new shares be issued at a
premium of \$30 per share and be offered to
those persons who are registered as share-
holders of the Company on 1st October,
1904, in the proportion of one new share
for every complete share held by them on
1st October 1904.

4. That the amount due for the new
shares be called up on 31st December,
1904.

Dated the 16th August, 1904.

By Order of the Board,

EDWARD OSBORNE,
Secretary.

1497

NOTICE TO MARINERS.

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO

THE YANGTZE.

Kiutuan Lightship to be
replaced by a Gas-lighted
Lighted.

NOTICE IS HEREBY GIVEN that
about the beginning of October next
the present Kiutuan Lightship will be re-
placed by a Gas-lighted Lighted.
The New Lightship will be of steel, 70
feet long and 51 feet beam, painted Red
with the word "Kiutuan" on her sides in
White Letters.

The Light will be exhibited from a lantern
carried by an iron column, and will be
Dioptric Group Occurring, of the Fourth
Order, showing a fixed White Light varied
by two Ellipses every 20 seconds as
follows:

Light 12 seconds.

Eclipse 2 "

Light 4 "

Eclipse 2 "

And so on.

The centre of the Light will be 30 feet
above the water, and the Light should be
visible in clear weather at a distance of 11
nautical miles.

During foggy or thick weather a 10-cir-
cle bell will be struck 3 double blows in
each minute, the interval between the blows
of each pair being 5 seconds, and between
two successive pairs of blows 15 seconds.

If the Lightship be driven from her pro-
per station, the word "Light" will not be
shown, but a fixed Red Light will be
exhibited at each end of the vessel during
the night and a Red Flag hoisted by day.

From the 1st of September until this
change is made the fog signal on the present
Kiutuan Lightship will consist of a Gong
sounded every 15 seconds.

H. G. MYHRE,
Acting Deputy Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, August 16, 1904. 1541

Intimations.

RAINIER.

BEER.

"THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP."

M. J. CONNELL,

7, Beaconsfield Arcade.

SOLE AGENTS:

HONGKONG and PHILIPPINES.

Hongkong, July 23, 1904. 1376

To Let.

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, June 16, 1904. 1405

TO LET.

SAVOY CHAMBERS, Kowloon, a Four-
Room Flat To Let.

Apply to

ANGLO-AMERICAN STORES,
Hongkong or Kowloon.

Hongkong, June 25, 1904. 897

TO LET.

GODOWN No. 6, NEW PRAYA, KEN-
NEDY TOWNS.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, July 23, 1904. 1382

TO LET.

A EUROPEAN HOUSE, No. 153, Praya
East, Four Rooms and Kitchen,
Servants' Quarters, Bathrooms, Hot and
Cold Water. Good Sea View.

Apply to

JARDINE, MATHESON & CO.,
Secretary.

Hongkong, August 8, 1904. 1446

TO LET.

NO. 52, HOLLYWOOD ROAD.

Full
View of Harbour.

WINDMILL BUILDINGS, No. 147, WAN-
CHAI ROAD. Comfortable and Airy Flats
of 2 or 3 Rooms, from \$25 inclusive of
Taxes.

And others to suit various requirements.

S. A. SETH,
LAND & ESTATE BROKER,
DAIRY FARM CO.

Hongkong, July 14, 1904. 2030

HONGKONG CLUB.

TO LET.

A SUITE of 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.

For Particulars, apply to the Under-
secretary.

C. H. GRACE,
Secretary.

Hongkong, June 2, 1904. 1410

TO LET.

OFFICES in Nos. 10 and 16, DES
VIGOR ROAD CENTRAL.

No. 17, WONG NEI CHONG ROAD, facing
Race Course.

No. 1, CLIFTON GARDENS,
No. 1, RIVER TERRACE, in FLATS.

FLATS in MORRISON TERRACE, facing the
Polo Ground.

OFFICES, in Course of Erection, Con-
sisting of 2000 sq. ft. (near Blake Pier).

GODOWNS PRAYA EAST.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, August 18, 1904. 1493

TO LET.

NO. 6, GRANVILLE AVENUE. Im-
mediate Possession. Moderate
Rent.

THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession on or
about 31st August, 1905.

MODERATE RENTALS.

Apply to

HUMPHREYS' ESTATE & FINANCE
CO., LTD.

Hongkong, August 18, 1904. 848

TO LET.

STONEHAVEN, 35, Robinson Road,
Containing 6 VENTILATED ROOMS,
with Kitchen, Servants' Quarters and a
Spacious Tennis Court. Possession 1st
September.

Apply to

SAM WANG & CO., LD.

Hongkong, August 8, 1904. 1450

TO LET.

NO. 1, STEWART TERRACE, The
Peak.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, March 26, 1904. 1444

TO LET.

NO. 4, ORMSBY VILLAS, Kowloon.

Apply to

SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, July 20, 1904. 1408

NIGHTS THAT PASS IN
THE SHIP.

A TRUE STORY BY GEORGE LYNCH.

On long journeys on ocean liners there is
ample opportunity for studying the lives of
one's fellow-passengers in the little floating
community of which one is a member for
the time being. Curious comedies and
sometimes tragedies, too, one comes across,
strange as the most imaginative fiction.
The following is a perfectly true story; no
author would have ended it as it ended in
reality. It would be curious if it should
reach the eyes of the heroine of it.

On a certain liner, once upon a time,
there was a certain Scotswoman whom we will
call "Mac." On different ships he was also
known as "Adonis" or "Beauty Mac." He
had bright red hair, light eyebrows and
eyelashes, very freckled face and hands, the
latter decorated with much red hair also, a
pug nose, and a mouth that reminded one
of a slice taken out of a melon, contributing
to make up a visage that the most good-
natured of old ladies had characterized as
"most decidedly plain," and men frankly
called ugly. When a schoolboy, his
father, a small farmer, had brought him to
the baltic and asked his advice
about the trade to which he should
put him. The baltic, after looking at the
boy's face attentively, replied, "Mac! him
a sweep or a blacksmith, mon; a sweep
or a blacksmith." The boy, however, went
away to sea, and got on well, despite his
appearance. On his second voyage he
jumped overboard and rescued a drunken
passenger. When he received his position
in the line in whose service he continued,
he saved two other lives, one, that of a
child, by jumping over in a similar manner.

For these he was awarded medals, and was
thanked by Queen Victoria in an autograph
letter. He was powerfully built, and had
been passionately fond of swimming all his
life, his father's farm being at a fishing
village on the east coast. Notwithstanding
his appearance he was rather a favourite
with ladies, owing to his pleasant good-
humoured manners. These were the days
when the officers of the ship mixed with
the passengers more than they do now.

Then there used to be tea-parties in their
cabins, and the most strict chaperons would
always trust their charges to old Mac.

On a certain voyage there was a very
beautiful girl travelling with her mother,
evidently rich, as they occupied the best
suite of cabins on the ship. They had
only been two days out when Mac saved
his fourth life by jumping after a stoker
who had dropped overboard. He was con-
fined to his cabin for two days afterwards.

The fact was that when he and the man he
was supporting had been picked up by one
of the ship's boats and when he turned to
his cabin he was seized with a fit, a very
violent one, of an epileptic nature. The
ship's doctor was greatly alarmed, and
thought it right to warn him that if he
were to get another one like it the result
would be fatal. This news weighed on
Mac's mind terribly. Miss X, and her
mother were amongst the first to congrat-
ulate him when he appeared on deck again,
and their intimacy increased. An only
child, an heiress in her own right, she al-
ways had a pretty good share of her own
way; but her mother did not see the small-
est risk in Mac, and was rather relieved
than otherwise when she saw her daughter
preferring his company to that of many
other very obvious admirers amongst the
male passengers. So it came to pass that
every day he was not on duty first the
mother and daughter had tea in his cabin, and
then, when the old lady preferred to re-
main on deck, Miss X went alone.

On one of these days he told her about
what was weighing on his mind—the fit he
had had, and the fear that was on him
of another coming. He told her of his
family—how, when his father died, the
farm had been sold; how his younger bro-
ther had gone in for medicine, and after
managing with considerable saving, and
economy to get his degree, had gone out to
the East to a place where he himself had
seen that there was a good opening. He
soon hoped to be able to bring his mother
and two sisters out there also, which would
give him the chance of seeing them some-
times. It never entered the thick head
of old Mac that this feeling of sympathy,
admiration and pity were deepening into
the one great absorbing love of his life.

Mac had never had a girl

no remembrance that any one had been with him when he was seized.

She continued to be as much in Mac's company as ever, perhaps rather more, but even the gossip of the ship, and that very gossip place, thought nothing of that strange intimacy. "Mac," the impossible name, was always considered. In the days before the end of the journey the girl appeared to have confided to her mother what she could not make plain to the man who loved. Possibly terrified eyes—cajoled by her imperious and spoiled daughter, or, perhaps, taking a clear-sighted view of the position, the old lady was most gracious to Mac, but, when she threw out hospitable hints of not seeing the last of him at the end of the voyage, Mac did not respond as she had expected. At last the voyage ended—the ship was alongside the wharf. Mac, who had been on duty during the night, was not even on deck to say good-bye. She delayed leaving until most of the passengers had gone down the gangway. The special steamer mail train was waiting at the platform on the other side of the landing-place. She ran down to his cabin and knocked. He had just finished dressing. She said she had just come to say good-bye. She said that he need never write to her, as she would not call on him for a reply. They shook hands; she hesitated for a moment, then threw her arms round his neck, kissed him on the lips, and was gone.

Later in the afternoon the ship's officers were gathered in the smoking-room having a drink and talking about the voyage and the passengers. After several of them had had their say Mac blurted out, "I bet none of you fellows had such a good-bye as I had. Did any of these girls who have been talking of throwing their arms around you, Mac, you?" Derivative laughter arose, yet Mac persisted, "I tell you the truth. The doctor, who was completely flustered and utterly dispirited and dumfounded at first, making some excuse, got him outside the door, and, taking him by the arm, walked him along the deck, and in pretty strong language, referring to his appalling cross-header, told him what he ought to have seen for himself. At first Mac appeared to think the doctor was trying to 'pull his leg,' as he expressed it, but when the little doctor gave him the particulars about his second fit the truth began to dawn on him with startling impressiveness. Rather overwhelmed, he went down to think it all over with the help of a short stubby pipe that was his almost inseparable companion.

The following day he was a wiser but sadder man. He had not even his friend dress. What was he to do? His friend the doctor, whom he consulted, advised him to advertise, but this method did not appeal to him, anyhow, he put it off and on the journey out a letter was waiting for him at Marseilles from her, a kindly friendly letter talking much about the voyage and much about himself and his prospects, and hoping he would soon be able to bring out his mother and sister. She appeared to have forgotten no detail of all he had told her, but there was no address—only the London postmark on the envelope. At Port Said there was a still longer letter, which came overland, by Brindisi. She said she would now not be able to overtake him with a letter until a week after the end of his voyage, but he would get another from her then, and several on his way back. This time there was no address either, but the postmark was from a little town in Scotland. Mac was much moved by these. His comrades said he had become moody and 'dumpy.'

Off the island of Perim, near the southern end of the Red Sea, one evening a lesser stoker fell overboard. Mac was on the bridge at the time and saw the accident. He jumped overboard for the fifth time after a drowning man. The sea was glassy calm. It was a much easier task than several of those he had successfully performed before. When he rose and shook the water from his curly hair he struck out eastern with powerful strokes. He was not twenty yards behind the ship when those watching saw one of his arms fly straight up—at the same instant in a swooping curve the back of a shark appeared for a second next it on the surface. The water swirled in the wake of the steamer, now stopped and began to reverse, but on sign of Mac again appeared.

A week after, at the end of the journey, a letter came for him, and one at each end of the three ports on the way back. The last I heard was that letters were still coming, as if the movements of the ship were being carefully followed, because I heard of one having arrived even after the ship had been changed to another route. I don't know how long these continued. They may be coming still for all I know. One or two were opened, but there was no address. Perhaps by some queer chance the publication of this may tell the writer of the end of 'poor old Mac.'—Home paper, June 23rd.

CARBONIC ACID
in iron drums
ALWAYS IN STOCK AT MODERATE PRICES.
Special Arrangements for Season-Contracts.
GROSSMANN & Co.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA
Safest and most Gentle Medicine for Infants, Children, Delicate Females and the Sickroom of Pregnancy.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamers sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEPT.	STEAMER.	DESTINATION.	DATE.	DEPT.
Aug. 27	P. & O. Coromandel	London	Sept. 26	Oct. 3
Sept. 6	M. M. Polaris	Marseilles	Oct. 5	" 4
" 10	P. & O. Chusan	London	" 9	" 16
" 14	G. M. S. Guelph	Hamburg	" 15	" 23
" 20	M. M. Ernest	Marseilles	" 19	" 30
" 24	P. & O. Nubia	London	" 23	Nov. 1
" 28	G. M. S. Bayern	Marseilles	" 27	" 8
Oct. 4	M. M. Australia	London	Nov. 2	" 15
" 8	P. & O. Hongkong	Hamburg	" 6	" 22
" 12	G. M. S. Saxonia	Marseilles	" 10	" 29
" 16	M. M. M.	Bremen	" 14	Dec. 6
" 20	P. & O. Coromandel	Marseilles	" 18	" 13
" 24	G. M. S. Zieten	Bremen	" 22	" 20
" 28	M. M. M.	Marseilles	" 26	" 27
Nov. 1	P. & O. Malta	London	Dec. 4	" 34
" 5	G. M. S. Prinzess Alice	Hamburg	" 8	" 41

AMERICAN MAIL.

DEPT.	STEAMER.	DESTINATION.	DATE.	DEPT.
Aug. 31	N. P. L. Shawmut	Tacoma	" 20	
Sept. 1	P. M. S. Mongolia	San Francisco	" 20	
" 14	P. M. S. Aragonia	Portland, O.	Oct. 1	
" 15	P. M. S. Chius	San Francisco	" 1	
" 27	P. M. S. Doric	Tacoma	" 14	
Oct. 1	N. P. L. Tremont	San Francisco	" 25	
" 8	P. M. S. Siberia	Portland, O.	Nov. 5	
" 14	P. & A. Nomenta	San Francisco	" 5	
" 20	P. M. S. Coptic	do.	" 18	
Nov. 1	do.	Gaelic	" 28	
" 22	do.	Mongolia	" 31	
Dec. 3	do.	China	" 20	
" 15	do.	Doric	" 1905	
" 27	do.	Siberia	Jan. 13	
1905	do.	Coptic	" 24	
Jan. 7	do.	Korea	Feb. 4	
" 19	do.	Gaelic	" 17	
" 31	do.	Mongolia	" 28	
Feb. 11	do.	China	Mar. 11	

CANADIAN MAIL.

DEPT.	STEAMER.	DESTINATION.	DATE.	DEPT.
Sept. 21	O. P. R. Empress of Japan	Vancouver.	Oct. 12	
Oct. 12	do.	Athenian	" 29	
Oct. 19	do.	Empress of China	Nov. 9	
Nov. 2	do.	Tartar	" 26	
" 16	do.	Empress of India	Dec. 9	
Dec. 14	do.	Empress of Japan	Jan. 4	
" 28	do.	Athenian	" 21	
1905	do.	Empress of China	Feb. 2	
Jan. 11	do.	Tartar	" 13	
" 25	do.	Empress of India	Mar. 1	
Feb. 8	do.	Empress of India	" 13	

AUSTRALIAN MAIL.

DEPT.	STEAMER.	DESTINATION.	DATE.	DEPT.
Sept. 13	O. N. Changsha	Sydney.	Oct. 2	
" 17	E. & A. Eastern	do.	" 8	
" 30	O. N. Chingtu	do.	" 23	
Oct. 15	E. & A. Australian	do.	Nov. 3	
Oct. 25	O. N. Taiyuan	do.	" 7	
Nov. 16	E. & A. Empiro	do.	Dec. 9	
" 16	E. & A. Empiro	do.	1905	
Dec. 14	O. N. Changsha	do.	Jan. 1	
" 19	E. & A. Eastern	do.	" 4	
" 28	O. N. Chingtu	do.	" 18	
Jan. 11	E. & A. Australian	do.	Feb. 12	
" 20	O. N. Taiyuan	do.	" 5	
Feb. 8	E. & A. Empiro	do.	" 29	
" 11	O. N. Taiyuan	do.	" 6	
Mar. 8	E. & A. Eastern	do.	" 23	
Apr. 16	E. & A. Australian	do.	" 29	
May 3	Empiro	do.	May 24	

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by A. S. Watson & Co., Chemists.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. COY., BOSTON STEAMSHIP and TOWBOAT COYS., OCEANIC S.S. COY. and CHINA MUTUAL S.S. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, May 20, 1904.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Meeting of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share.

Each Registered Shareholder on the 26th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong, from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's offices in Alexandra Buildings, or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 22, 1904.

IMPORTANT NOTICE.

TO Heads of Families, Hotel Keepers, Clubs, Boarding Houses and Messes.

MR. H. RUTTONJEE is prepared to deliver BREAD in Hongkong and Kowloon. The Sanitary Arrangements are as nearly perfect as possible and the work is under constant Foreign Supervision only.

The Best Flour is Used.

Brown Bread made from the well-known Graham Flour a specialty.

H. RUTTONJEE,
No. 5, D'Aguiar Street,
and
36 to 38, Elgin Road, Kowloon.

Hongkong, August 23, 1904.

MESSRS COOPER & CO.,

No. 37, DES VOEUX ROAD CENTRAL.

JUST UNPACKED a New Consignment of Men's White India GAUZE SHIRTS and PANTS in all running sizes.

Also,
A Fresh Lot of Men's English and American BOOTS and SHOES, HATS, HOSIERY, &c.

Orders for Suits requested—A correct fit and style guaranteed, and every satisfaction given.

Hongkong, August 9, 1904.

SIEN TING.

Surgeon Dentist,
No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE
Consultation Free.

Hongkong, April 24, 1900.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

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Price Fifty Cents.

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Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
despatch-vessel		1700	12	300	Comdr. Richard M. Harbord	Wailaiwei
battleship, 1st class		12,850	12	15,000	Captain Sydney E. Freeman	Wailaiwei
alop		1000	6	1400	Comdr. R. Nugent	Bahing Sea
cruiser, 1st class		11,000	16	18,000	Capt. Charles Windham, C.V.O.	Wailaiwei
gunboat, 1st class		11,000	10	16,500	Capt. R. N. Ommamney	Wailaiwei
gunboat, 1st class		710	6	1800	Lieut.-Com. O. W. Makins	Chongtse
gunboat, 1st class		710	6	1800	Lieut.-Comdr. T. D. Pratt	Yangtze
battleship, 1st class		10,500	14	13,000	Captain Fegan	Wailaiwei
cruiser, 1st class		12,000	14	21,000	Captain Henry M. Tudor	Hongkong
water tank and tug		380		300		Singapore
cruiser, 2nd class		1070	10	900	Captain Robert H. S. Stokes	Chinwan
alop		380	6	5700	Comdr. Ernest Barton	Wailaiwei
torpedo boat destroyer		1680	12	3200	Comdr. P. V. Lewis D.S.O.	Wailaiwei
cruiser, 2nd class		12,950	16	13,000	Captain Hon. Walter G. Stopford	Hongkong
battleship, 1st class		275	6	4000	Reserve	Hongkong
torpedo boat destroyer		275	6	4000		Hongkong
torpedo boat destroyer		1640	17	9000	Lieut.-Comdr. F. M. Bladine	Shanghai
storeship		3600	8	3800	Captain W. B. Fucker	Taku
cruiser, 3rd class		280	6	800	Lieut.-Comdr. A. G. Grevy	Yangtze
torpedo boat destroyer		14,100	18	31,500	Lt.-Comdr. C. P. Metcalfe	Hongkong
river gunboat		180	2	800	Captain Francis G. Kirby	West River
cruiser, 1st class		12,800	16	13,900	Lt.-Comdr. F. B. Noble	Yangtze
battleship, 1st class		350	6	600	Captain T. G. Groot	Hongkong
torpedo boat destroyer		1010	8	1400	Comdr. John Nicholas	Wailaiwei
alop		635	6	650	Comdr. C. E. Munro	Hongkong
Surveying-vessel		980	10	1400	Com. D. St. A. Wake	Strait Division
alop		85	2	240	Lt.-Com. R. E. Vaughan	Hongkong
river gunboat		980	6	1400	Comdr. Vivian	Hongkong
alop		85	2	240	Lt.-Com. H. T. Atty	West River
river gunboat		3600	8	9000	Capt. C. H. H. Moore	Yangtze
cruiser, 2nd class		85	2	240	Lt.-Comdr. Davidson	Hongkong
river gunboat		4600	6	600	Fleet Reserve	Hongkong
torpedo boat destroyer		190	2	800	Commodore Diklen	Yangtze
receiving ship		14,200	18	31,500	Lt.-Comdr. E. V. Dugmore	Wailaiwei
cruiser, 1st class		3400	8	8000	Capt. A. T. Stuart	Wailaiwei
alop		363	3	900	Capt. J. A. C. Wilkinson	Yangtze
coast defence gunboat		12,800	16	13,900	Lieut.-Comdr. R. H. Keate	Shanghai
battleship, 1st class		890	6	1400	Capt. Leslie Stuart, C.M.G.	Shanghai
alop		820	—	450	Comdr. S. St. John Farquhar	Hongkong
torpedo boat destroyer		380	6	600	Comdr. Ernest G. Hardy	Wailaiwei
surveying ship		150	2	500	In Reserve	Upper Yangtze
torpedo boat destroyer		150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
river gunboat		150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, O.B., C.M.G.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Miri	Japan
Achiron	French armoured gunboat	1786	10	1700	Comdr. Lefevriere	Saigon
Alouette	French gunboat	800	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	3	500	Lieut. Orepin	Saigon
Aspie	French gunboat	475	3	450	Lieut. Jourast	Saigon
Avalanche	French gunboat	140	6	150	---	Haiphong
Bengali	French gunboat	580	6	400	---	Tourane
Bougard	French cruiser	3740	29	8000	Capt. Lefevre	Saigon
Casse-tete	French cruiser	140	8	150	---	Saigon
*Chitreaunault	French cruiser	8018	16	17,000	Captain V. Poidlone	Hongay
Comete	French gunboat	525	4	438	Commander Loeu	Haiphong
Decidie	French gunboat	690	10	900	Commander L'Eest	Shanghai
D'Assas	French cruiser	4000	31	9500	---	Saigon
Etope	French gunboat	350	7	303	Lieut. Jehenne	Haiphong
Frodo	French destroyer	9376	36	20,200	---	Shanghai
Guydon	French cruiser	---	---	---	---	Shanghai
Henri Riviere	French gunboat	307	7	300	Lieut.-Comdr. Beausant	Haiphong
Javeline	French destroyer	1250	6	2250	Commander Le Gollent	Shanghai
Kensait	French gunboat	9700	13	18,000	Captain Cros	Shanghai
*Montcalm	French cruiser	4015	27	8600	Capt. Hous	Shanghai
Olry	French cruiser	9437	3	6071	Comdr. Sannes	Shanghai
Pascal	French cruiser	1956	10	1700	Capt. Vincent	Saigon
Redoubtable	French cruiser	8556	2	20,000	Captain Guiberteau	Shanghai
Sully	French cruiser	629	2	900	Lieut. Holgue	Shanghai
Surprise	French gunboat	---	---	---	---	Yungse
Taklong	French gunboat	6150	23	4560	Captain Blondel	Saigon
Vauban	French cruiser	123	7	500	Lieut. Carol	Hongkong
Vigilante	French gunboat	---	---	---	---	---
Bussard	German cruiser	1857	15	2900	Comdr. Huss	---
Fatherland	German cruiser	---	---	---	---	Shanghai
First Bismarck	German flagship	11,000	36	14,000	Capt. Von Buslow	Shanghai
Geier	German cruiser	1776	15	2960	Captain Frowe	Tientsin
Hansa	German cruiser	6230	34	10,000	Comdr. von Studnitz	Tientsin
Hortha	German cruiser	6500	37	10,000	Capt. Schroeder	Tientsin
Ilus	German cruiser	1000	10	1300	Capt. Baron Schimmelman	Shanghai
Jaguar	German gunboat	900	10	1300	Comdr. Baron von M. Hüllessem	Tientsin
Luchs	German gunboat	860	10	1344	Comdr. Wilbrandt	Tientsin
Magas	German gunboat	1009	8	975	Comdr. K. von	Tientsin
Mothus	German gunboat	1840	15	2800	Comdr. von Grumbkow	New Guinea
Scudler	German cruiser	3923	24	8000	Comdr. Porstus	Tientsin
Towis	German cruiser	900	10	1300	Captain Voit	Shanghai
Twer	German gunboat	170	5	1300	Comdr. Deimling	Amoy
Tsingtau	German gunboat	---	---	---	Comdr. Giebbler	Canton
Vorwarts	German gunboat	---	---	---	Lieut. Schart	Yangtze-River
Elba	Italian cruiser	2300	10	7471	Captain Borea	Shanghai
Marco Polo	Italian cruiser	3600	---	---	Capt. Frabertio	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pesetto	Chomulap
Admastro	Portuguese cruiser	1931	14	4900	Captain d'Antas Ribeiro	Shanghai
Diu	Portuguese gunboat	780	---	---	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Alcoute	Russian gunboat	810	6	730	Comdr. Guint-r	Vladivostok
Amour	Russian gunboat	2600	5	4700	Comdr. Gramshtolokoff	Port Arthur
Askold	Russian cruiser	8000	27	24,000	Capt. Reitzenscheit	Port Arthur
Bayan	Russian gunboat	7800	10	16,500	---	Port Arthur
Bolshe	Russian gunboat	1050	8	1150	---	Port Arthur
Bogatyr	Russian gunboat	6640	12	19,500	Comdr. Erjckovitch	Port Arthur
Diana	Russian cruiser	6731	6	8000	---	Port Arthur
Dijghil	Russian cruiser	1456	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Comdr. Youridit	Port Arthur
Gremiatshy	Russian gunboat	1290	6	2000	Comdr. Zagarsky	Port Arthur
Gromobol	Russian gunboat	1434	44	14,500	Captain Jesso	Vladivostok
Gulnik	Russian gunboat	1000	6	1000	Comdr. Sumof	---
Korets	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Sunk
Mandjour	Russian gunboat	1224	7	1400	Comdr. Novakowsky	Shanghai
Norik	Russian gunboat	1400	6	17,000	Commander Crowe	Port Arthur
Olavany	Russian gunboat	1400	6	2000	Comdr. Yasileff	Port Arthur
Parasiet	Russian gunboat	12,674	16	14,500	Captain Koroleff	Port Arthur
Petrovskovsk	Russian battleship	10,980	16	16,000	Captain Jakovlef	Sunk
Pobeda	Russian battleship	12,674	16	14,500	Capt. Zataradeng	Damaged
Poltava	Russian battleship	10,980	16	16,000	Captain Oeroff	Port Arthur
Polynoyne	Russian cruiser	1354	10	1700	Comdr. Lira	Port Arthur
Rokitsan	Russian battleship	15,920	16	16,000	---	Asbore (I)
Rurik	Russian battleship	12,500	18	17,000	Captain Sebrennikoff	Vladivostok
Savostop	Russian protected cruiser	10,923	26	13,250	Capt. Matusevich	Vladivostok
Silatch	Russian protected cruiser	10,960	18	16,000	Captain Sebrennikoff	Port Arthur
Sivochot	Russian battleship	950	2	1125	Lieut.-Comdr. Ivanof	Port Arthur
Vesnik	Russian gunboat	1050	8	1180	Comdr. Glint	Newchwang
Zabiyaka	Russian gunboat	500	9	3300	Comdr. Zagoriansky-Kles	Port Arthur
	Russian cruiser	1230	16	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3768	38	7500	Capt. Dyer	Carls
Annapolis	U. S. gunboat	1000	12	1527	Capt. Robber	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Shanghai
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Shanghai
Callao	U. S. gunboat	23	10	600	Lieut. Dismaker	Canton
Chamorro	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Shanghai
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Shanghai
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. B. Arvid	Shanghai
Decatur	U. S. gunboat	530	10	6000	Lieut. A. W. Knox	Shanghai
Elcano	U. S. gunboat	1352	8	1988	A. Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	3900	6	4000	Comdr. P. E. Sarver	Hongkong
Monadnock	U. S. monitor	4084	4	544	Captain Mahan	Shanghai
Monterey	U. S. monitor	3487	20	7500	Captain Mahan	Shanghai
New Orleans	U. S. cruiser	10,238	45	11,111	Comdr. J. B. Milne	Shanghai
Oregon	U. S. cruiser	201	3	250	Commander G. B. Harber	Shanghai
Pampanga	U. S. gunboat	201	3	250	Captain Berry	Shanghai
Parana	U. S. gunboat	3213	14	7500	Ensign J. E. Dase	Shanghai
Reinbow	U. S. cruiser	3913	18	7500	Capt. Bennett	Carls
Raleigh	U. S. cruiser	4068	37	9913	Capt. J. B. Collins	Carls
San Francisco	U. S. cruiser	3000	13	1118	Comdr. Marshall	Shanghai
Vicksburg	U. S. cruiser	347	3	500	Lieut. H. A. Wiley	Shanghai
Villalobos	U. S. gunboat	1827	8	1894	Commander A. W. Dodd	Shanghai
Wilmington	U. S. gunboat	12,000	50	12,908	Captain Glover	Shanghai
Wisconsin	U. S. flagship	---	---	---	---	Shanghai

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A Whisky that is perfect with 'TAN-SAN' Water.

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General Memoranda.

SATURDAY, August 27:—
Meeting of Hongkong Gynkhana Club at Happy Valley.
Non-Meeting of Hongkong Hotel Co., Ltd., at the Company's Hotel.
9 p.m.—Promenade Concert on Volunteer Head-quarters.
9 p.m.—Performance at Metropole Theatre.

SUNDAY, August 28:—
Transfer Books of Hongkong & Kowloon Wharf & Godown Co., Ltd., closed from this date to 31st August inclusive. Goods for *Pornicea* not cleared at 4 p.m. on this date subject to rent.

MONDAY, August 29:—
5.30 p.m.—Meeting of Hongkong Civil Service Cricket Club, at Club Pavilion.
2.45 p.m.—Auction of Household Furniture, at 'Pangor,' Mount Kellett, The Peak.

WEDNESDAY, August 31:—
12.15—Meeting of Shareholders of The Hongkong & Kowloon Wharf & Godown Co., Ltd., at Messrs Jardines, Matheson & Company's Office.
Goods for *Ernest Simons* unclaimed after this date at Noon will be subject to rent and landing charges.

THURSDAY, September 1:—
9 p.m.—Meeting of Zealand Lodge.

WEDNESDAY, September 28:—
Transfer Books of A. S. Watson Co., Ltd., closed from this date to 8th October inclusive.



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Dispensary,**

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&c., &c., &c.,

in the

EAST.

A. S. WATSON & Co., Limited.

The publication of this issue commenced at 5.45 p.m.

The China Mail.

HONGKONG, THURSDAY, AUGUST 25, 1904.

EDITORIAL COMMENT.

By yesterday's mail we THE TARIFF received from the Tariff Commission. Reform League an advance copy of the Report of the Chamberlain Tariff Commission on the iron and steel trade, and though, as opponents delight to point out, the evidence is anonymous, the volume contains a considerable quantity of food for earnest thought. The position of Great Britain to-day is not what it should be when compared with that of other countries, and that is due simply to the fact that an embargo is placed upon her manufactured products, whilst those of the rest of the world can be dumped by the shipload upon her wharves 'without let or hindrance.' The effect upon the iron and steel industry in particular is strikingly shown by the Tariff Commission, which has, by strenuous effort, succeeded in collecting the most extraordinary representation of British trade that has yet been placed before the country. It has done what no Government Commission could do, and merely because all the evidence adduced was given after the consent, the approval, and the assistance of all the industries in the country had been obtained. The names of the men who comprise the Commission should stand as a guarantee that its treatment of the evidence gleaned would be fair and above board. As Mr Chamberlain puts it, 'There has never in the history of the country, been so complete, so influential, so strong a Commission representing its industry and its trade, and the very fact that the reputations of the men are at stake should be sufficient to make opponents pause before they assert that the result of their efforts is 'a loose congeries of miscellaneous assertions, tumbled out before an irresponsible jury who had decided on their verdict before the case came into Court.' The Commission is comprised of men of different shades of political opinion, and that being so there is little danger of their verdict being biased. It was only after much deliberation and anxious inquiry that the Commission came to its conclusions, and they plainly show that we are far from being on an equal footing with the foreigner and are losing an enormous share of prosperity which is unquestionably ours. They find that the iron and steel industry has declined; that our exports to foreign countries have decreased whilst those to the Colonies have risen; that, although our trade with the Colonies has increased, the colonial market is increasing much more rapidly, and that foreign countries are securing a growing proportion of this colonial trade; that the relative decline of the British iron and steel industry is not due to any natural British disadvantages or want of skill and enterprise on the part either of British manufacturers or of British workmen; that it is due to the fact that the manufacturers of the United States and Germany, having secured control of their home markets by means of high tariffs and an organized system for the regulation of their export trade, are in a position to dump the surplus products upon the British and other markets irrespective of cost; that the practice of dumping could not be carried on by foreign countries but for the British system of free imports; that the British fiscal system should be revised in such a manner as to check this practice, to maintain, so far as possible, our export trade to foreign countries, and develop our colonial market and increase the employment of the working classes. These conclusions are to the point, and afford considerable scope for reflection, but the work of the Commission does not stop there. They go into the matter deeply and endeavour to find a means to eradicate root and branch the cancer that is eating insidiously at our commercial prosperity, and they believe it can be extirpated by means of (a) A general tariff, consisting of a low scale of duties for foreign countries which admit British wares on fair terms; (b) A preferential tariff, lower than the general tariff, for those of the Colonies which give adequate preference to British manufactures, and framed with a view to securing freer trade within the British Empire; (c) A maximum tariff, consisting of comparatively higher duties, but subject to reduction by negotiation to the level of the general tariff. The people have the scheme now before them, and it is for them to say whether they prefer the 'care' to the disease. The *Standard* thinks they like the disease.

LOCAL AND GENERAL.

Victorian Naval Brigade.
Roster wired from Melbourne on August 5 that the Victorian Naval Brigade, numbering fifty, had decided to resign owing to the new regulation imposing extra drill.

The Transvaal's Treasure.
The output of gold, silver, coal, and diamonds from the Transvaal during the six months ending June 30 was valued at £8,672,947, an increase of £960,081 as compared with the preceding six months.

Locusts in Hungary.
A telegram from Eslau, in Hungary, states that an enormous swarm of locusts recently settled in the meadows and fields near the town, and so much damage was done that the troops had to be called out to assist in destroying the invaders.

Scene in the House of Commons.
A special telegram to the *Englishman*, dated London 6th August, states that an angry scene took place in the House of Commons last night (4th) during the Welsh Education debate. The Opposition walked out as a protest against the closure. Mr Lloyd George and several members were suspended.

Mr Kruger's Funeral.
The Johannesburg correspondent to the *Standard* on July 22 said: 'I understand that Mr Kruger's family desire that he should be buried on October 10, the anniversary of his birthday. There will probably be no military display, but I am informed that the Boers will come to the ceremony, by gold and rail, from all parts of the sub-Continent.'

The Dreyfus Case.
Having received the explanations of Captain Dreyfus on various points of his case, at the beginning of June, says the Paris correspondent of the *Standard*, the Criminal Chamber of the Court of Cassation has now suspended the hearing of witnesses. Its inquiry is virtually closed, but the *Temps* says that the Reporter will probably not be appointed till after the summer holidays, as unforeseen events may necessitate the hearing of new witnesses.

The German Heir.
The Brunswick *Landeszeitung* hears from a most trustworthy source that the German Crown Prince will start on a voyage round the world at the beginning of the Autumn. The voyage is to be made on board the training ship *Charlotte* which is at present undergoing repairs in the Ship-building Yard at Kiel. The Crown Prince, it is stated, will have the same suite of cabins as was used by the late Duke Paul Frederick of Mecklenburg. His Royal Highness will not do duty as a Naval officer during the voyage, but will devote his time to studying and gathering information.

Band at King Edward Hotel.
By kind permission of Lt.-Col. Ironmonger and Officers, the Band of the 93rd Burma Infantry will play the following programme of music at the above Hotel, during dinner, on Friday, the 26th Aug. (weather permitting):—
March.....'The Washington Post'. Souza.
Idyll.....'Hiawatha'.Moret.
Selection.....'Merrie England'. German.
Song.....'Liebeslied'. Karolyi.
Selection.....'Reminiscences of Scotland'. Godfrey.
Valse.....'The Forester'. Williams.
Lacert.....'The Forester'. Williams.
GOD SAVE THE KING.

The Madonna of Kazan.
The Commissary of Police of the City of Kazan has discovered the perpetrator of the theft of the miracle-working picture of the Madonnas of Kazan from the Bogoroditsky Monastery. A jeweller named Malinoff informed the authorities that the robbery was committed by a man named Tchaikine, who subsequently left for Nijni Novgorod, with a lady companion. The two were arrested there, brought back to Kazan, and lodged in prison. A search resulted in the recovery of the jewels which had adorned the ikon of the Virgin. Tchaikine's companion and her mother stated that the ikon itself had been broken up and burned. The inquiry is proceeding.

Yokohama Specie Bank.
From the local branch of the Yokohama Specie Bank comes to hand a tastefully got up book describing the Bank's new headquarters at Yokohama. The book is splendidly illustrated, the plates showing both the exterior and interior of the Bank which is an exceptionally fine building, and covers a total area of nearly 25,000 square feet. The construction of the bank was carried out under the supervision of Dr. Yorisaka Tsumaki, and the labour employed was wholly Japanese. The building is described as the result of an attempt to adapt the best features of modern bank building to the conditions peculiar to the East, and the experiment appeared to have been an unqualified success. The building is one of the best-looking banking constructions in the East and is a decided credit to the Company and the builders.

AS USUALLY TREATED a sprain will disable the injured person for three or four weeks, but if Chamberlain's Pain Balm is freely applied a complete cure may be effected in a very few days. Pain Balm also cures rheumatism, cuts, bruises and burns. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Telegrams to Shanghai and Beyond.
Owing to the interruption of the Northern Company's Amoy-Shanghai Cable for repairs, all telegrams handed into the Company for Shanghai and the North are being transferred for transmission to the Eastern Extension Telegraph Company. Restoration is soon expected.

Ward Boys Fined.
Two ward boys from the Government Civil Hospital were fined \$5 each, at the Magistracy this morning, for assaulting a Chinese clerk employed at the same institution. According to the evidence given the boys committed the assault on account of the clerk having reported them to one of the doctors for improper conduct.

Mr J. R. Brazier.
We hear that Mr J. R. Brazier, Acting Commissioner of Customs, at Kowloon, succeeds Mr Perry as the Agent for China of the Chamber of Mines, Johannesburg. He has, we believe, been 'lent' by Sir Robert Hart so as to aid in the departure of coolies to the Transvaal. We congratulate Mr Brazier upon his new appointment.

France and China.
The following telegram was sent to the *Standard* from Peking:—'The rumours of a French threat to send troops to Kwangsi, in connection with the disturbances there, is unfounded. The French Legation repudiates the idea, as the trouble, though serious from the Chinese point of view, causes no uneasiness to the French, the disturbance being in the Northern portion of the province, not near French territory.'

Ex-Inspector M'Lennan.
Ex-police Inspector D. M'Lennan, who retired from the local force about two years ago, after 18 years' service, during which time he earned a reputation as the crack shot of the Colony, has taken up his residence in Glasgow. Shortly after his arrival in Scotland the ex-Inspector married and settled down to enjoy his pension, and a home paper contains a notification of his wife having presented him with a son and heir.

The Plague Record of Madras.
From an official statement showing plague seizures and deaths in the Madras Presidency from August, 1898, to the 23rd July, 1904, we gather that the total number of seizures was 53,918 and the total mortality 42,463. The Bellary District was the worst sufferer, with a death-roll of 19,432. Salem comes second with 8,773 deaths, and Coimbatore third, with 4,486. The mortality in as many as fifteen districts is, individually, less than a hundred. — *M. Mail.*

No Appeal Lodged.
The time allowed for an appeal to be lodged in the case of the Pansee barrister who was recently committed to goal pending his transference to Bombay on a charge of forgery of a will expires to-morrow. So far no appeal has been entered, and it was stated to-day that the defendant had intimated that he did not intend to avail himself of the privilege. In that event Inspector Parr, of the Bombay Police, accompanied by defendant, will leave for Colombo on Saturday next by the Mail steamer *Cornwall*.

Band at Macao Hotel.
By kind permission of the Commander of Police, the String Band will play the following programme of music at the Macao Hotel, from 7.30 p.m. to 9.30 p.m. on Saturday next, 27th August:—
March.....'Old Glory'. Carl Weber.
Overture.....'Tancrède'. J. Rossini.
Waltz.....'Summer Evening'. Waldteufel.
Selection.....'Faust'. Waldteufel.
Waltz.....'Forest Song'. Carl Weber.
The Lost Chord.....A. S. Sullivan.
Marurka.....'Zauome'. Hofstad.
Polka.....'Keepsake'. Carl Weber.

Mrs Maybrick at Rouen.
Mrs Maybrick reached Rouen (France) from London on July 21. Several Press representatives sought to interview her, but she has refused to receive any of them. It is stated, however, that she will only stay a short time at Rouen, where her mother has been living quietly under an assumed name for some years. It is reported that Mrs Maybrick will shortly go to the United States, with the object of watching over her pecuniary interests there. Mrs Maybrick was at the Home of the Epiphany under the name of Mrs Graham for six months before her release.

Russo-Chinese Bank's Dividend.
The *Standard's* Odessa correspondent telegraphing from Odessa on July 19 says that—According to its balance-sheet, just published, the gross profits of the Russo-Chinese Bank last year were 4,292,062 roubles. The sum of 1,800,000 roubles was added to the special reserve fund, and 213,661 roubles were passed to the reserve capital, that is, to the 'Chinese Government.' The Directors received in bonuses 102,881 roubles, and the clerical staff 34,294 roubles. After these various allocations and disbursements a dividend of 8 per cent. was paid on the capital of 75 millions of roubles.

Yan's Little Furniture is used in the bedroom of Turkish houses. Easily it is shaken in any of them. A few marks adorn the room, and the bed is stretched on the floor.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY ROUTE, VIA BOMBAY.
(Received on August 24, at 7.10 p.m.)

RUSO-JAPANESE WAR.

THE CRUISE OF THE 'SMOLENSK.'

In Search of the 'Ormsley.'

Loaded with Contraband.

London, August 24.

Reuter's correspondent at Durban telegraphs that it is believed at the Cape that the Russian Volunteer cruiser *Smolensk*, which has for some days been steaming about the Cape, is looking for the British steamer *Ormsley*, which is laden with contraband of war for Japan.

The *Ormsley* is on her way from New York to Fusan, and the cargo she is carrying is railway material for the lines in Korea.

The *Ormsley* left Durban on Sunday last, since which time nothing has been heard of either her or the *Smolensk*.

If the *Smolensk* manages to capture the *Ormsley* she will have a very good prize, in addition to the value of the cargo. The steamer is only six years old, and is constructed of steel with a gross tonnage of 4168 tons. She was built by Craig, Taylor and Co., at Stockton, for the North of Ireland S.S. Co., Ltd. She is 360.2 feet in length 48.5 feet in breadth and 20.5 feet in depth. — *Ed. O.M.J.*

[REUTER'S SERVICE.]

CHINESE NEUTRALITY.

London, August 23.
News from Berlin says that the German Consul in Shanghai has been instructed not to interfere with Chinese neutrality.

The *Russophiles* journal *Kreuz Zeitung* admits that the Japanese demands in Shanghai are perfectly just.

THE RUSSIAN SEARCH FOR CONTRABAND.

The Liverpool Chamber of Commerce has forwarded a resolution to Lord Lansdowne, earnestly hoping that arrangements will speedily be made to remedy the grave detriment to British commerce resulting from Russia's proceedings re contraband. The co-operation of all other Chambers is solicited.

It is stated that the Russian cruiser off the Cape is the *Smolensk*, but it is more possibly one of the converted German liners.

COALING WAR SHIPS.

London, August 23.
A proclamation has been issued at Malta forbidding the coaling of belligerent ships proceeding to the seat of war, or to any where on the line of route, with the object of intercepting neutral ships on suspicion of carrying contraband. The *Times* understands that a similar proclamation will be issued to all British Dependencies.

RUSSIAN CRUISERS.

The appearance of a Russian cruiser on the Cape route has evoked renewed protests from the press. The *Times* says that, in view of Russia's formal undertakings in reference to the Volunteer cruisers, if the cruiser really is the *Smolensk*, the question has relapsed to an acute stage demanding prompt and vigorous treatment.

Coal for Vladivostock.

Russia has purchased 200,000 tons of Welsh coal, for delivery in August and September.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY ROUTE, VIA BOMBAY.
(Received August 24, 7.10 p.m.)

DIPLOMATIC CHANGES.

FROM ROME TO PARIS.

London, August 24.
The Rt. Hon. Sir Francis Leveson Bertie, G.C.V.O., British Ambassador to Rome, has been appointed to a similar post in Paris, where he succeeds the Rt. Hon. Sir E. T. Monson, G.C.B.

[The Rt. Hon. Sir E. T. Bertie was born on August 17, 1844, and is the second son of the Earl of Abingdon. He was Assistant Under-Secretary of State for Foreign Affairs, and Chairman of the Uganda Railway Committee.—*Ed. O.M.J.*]

OFF TO THE CHRISTENING.

ROYAL REPRESENTATIVES.
London, August 24.
Prince Henry of Prussia and Prince Louis of Battenberg, the representatives of the Kaiser and King Edward at the christening of the *Tsarovitch*, have arrived at Potsdam, where they were cordially welcomed by the Tsar.

CHINA'S POST OFFICE.

Improved Regulations.
(From Our Amoy Correspondent).
The showers of letters to the newspapers finding fault with the Chinese Post Office Notification No. 40 for its absurd and irritating scale of charges for heavy mail matter and its impracticable 'zones,' have borne fruit more speedily than was expected. Notices are now being sent round announcing that the present tariff will be rescinded on September 1st, and a Revised Postal Tariff, Notification No. 41, will then come into force. The main features of this new scheme are as follows:—

1. The Domestic Tariff is made uniform for all places in China, thus abolishing all zonal areas.
2. The Domestic Letter rate is raised from 1 to 2 cents and the local rate from 1 to 1 cent, per 4 oz.
3. International letters and postcards will be passed free all over China as before, but heavy mail articles will be subject to Domestic charges to and from all inland places in addition.
The increase of the letter rate from 1 to 2 cents is a small price to pay for the abolition of annoying extra charges, for the previous rate of 1 cent was too cheap. Even two cents is less than a halpenny at the present rate of exchange, and to forward letters all over this vast Chinese Empire for two cents will make it one of the cheapest rates of postage in the world. Let us hope that these regulations may meet with unanimous acceptance, and so avoid any further changes for a good while to come, as nothing is more detrimental to progress in any public department than continual alterations in the rules. There may possibly be some who will still find fault with the new regulations, but few can deny their great improvement upon the last.

LATE TELEGRAMS.

The Spanish-American War.
London, July 28.—The Federal Supreme Court of the United States has allotted \$221,471 prize money for the destruction of the Spanish fleet at Manila during the Spanish-American war, by Admiral Dewey's squadron. One half of the sum mentioned is to go to the American officers and crews of the ships engaged in the bombardment. The remainder is to be devoted to the United States Naval Pension Fund.

Lawlessness in America.
London, July 25.—A gang of gamblers has recently been terrorizing the town of Bonpete in South Dakota, U.S.A. A citizens' committee having been formed for the protection of the public, a pitched battle occurred between the two parties, in which sixteen of the combatants were seriously injured. The committee captured 400 of the worst criminals and deported them to the Nebraska Penitentiary, with a warning that they would be lynched if they returned to the town.

Judge Lynch in the Transvaal.
London, July 27.—The Vigilance Committee at Johannesburg yesterday lynched a negro for assaulting a white woman.

Discovery of New Goldfields.
London, July 30.—The Paris *Temps* reports new and important gold discoveries near Antananarivo, the capital of Madagascar. The reefs are said to be similar to those of the Transvaal.

Military Officer Dismissed.
London, July 28.—The Naval Government have dismissed Major Silbani, of the militia staff, for having commented on the military policy of the Ministry, and made charges against the civil officials of a character analogous to those which brought about Lord Dunsford's dismissal, in Canada.

Invidious Treatment of British Steamers.
London, July 30.—The Russian Consul at Suez has refused to supply British steamers entering the Red Sea with passes similar to those furnished to German steamers, exempting them from interference by Russian cruisers.

Boxer's Skagway and St. Michael, Alaska.
400 dogs are kept by the postal authorities for letter-carrying.

To give some idea of the rate at which the depopulation of France is proceeding, the population of Normandy alone fell off 7000 during the year 1900.

In the ancient cathedral of Genoa a vase of immense value has been preserved for 800 years. It is cut from a single emerald. The principal dimensions are 12 1/2 in. and its height 8 in. It is kept under several locks, the keys of which are in different hands and it is rarely exhibited in public, and only by order of the Senate.

MAN SPRINGS OUTSIDE

Shipping.

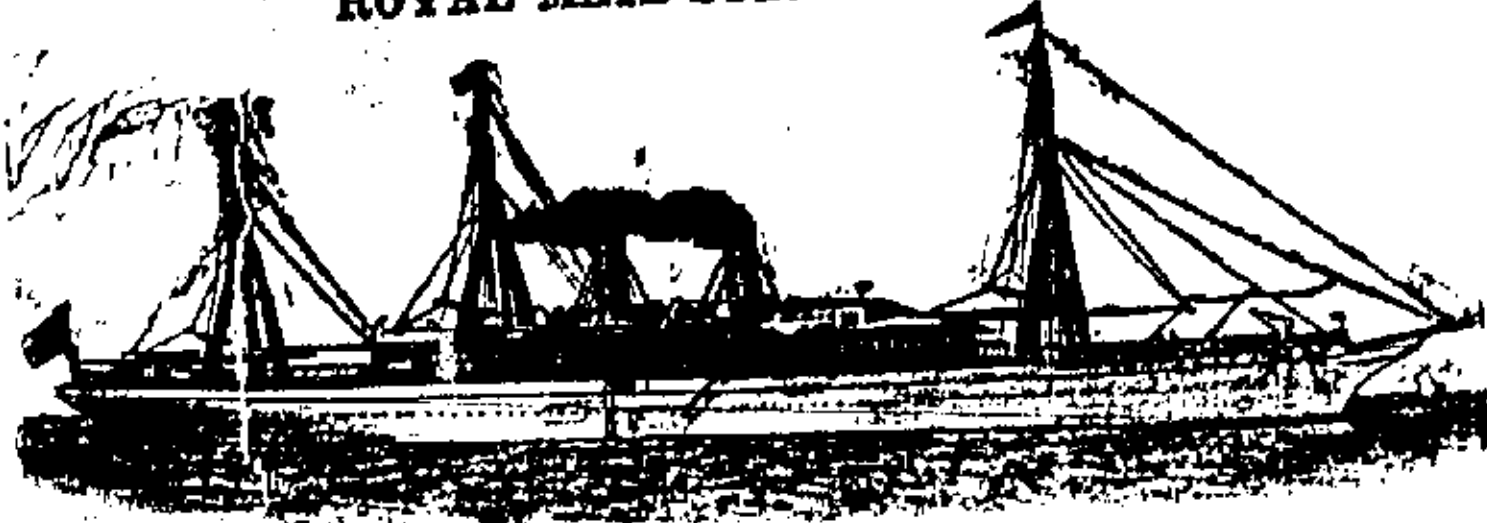
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	(Coromandel) G. M. MONTYDOR, R.M.S.	Noon, 27th August.	See Special Advertisement
LONDON & ANTWERP, VIA SUEZ, PANAMA, COLON AND PORT SAID.	Java, S. BARCLAY	About 2nd September.	Freight and Passage.
YAMA, VIA S'HAL, MOJI & KOBE (passing through the INLAND SEA).	Japan, E. P. MARTIN, R.M.S.	About 2nd September.	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 25, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.
(Subject to Alteration.)
PROPOSED SAILINGS FROM HONGKONG: (Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN 6000 Tons WEDNESDAY, Sept. 21, 1904.
R.M.S. ATHLETIC 3882 Tons WEDNESDAY, Oct. 12.
R.M.S. EMPRESS OF CHINA 6000 Tons WEDNESDAY, Oct. 19.
R.M.S. TARTAR 4425 Tons WEDNESDAY, Nov. 2.
R.M.S. EMPRESS OF INDIA 6000 Tons WEDNESDAY, Nov. 16.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.
Intermediate on Steamers, £40. .. £42.
and 1st Class Rail, .. £40. .. £42.

THE magnificent "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO YAN-DOVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.
For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Pender Street,
Hongkong, August 10, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN.
Most, KORYU & YOKOHAMA: FOR
ORIGIN IN
Connection with the
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	TO SAIL ON
ARABIA	4483	Rohlf	Sept. 5, 1904.
ARAGONTA	5104	Schmidt	Sept. 14, 1904.
NUMANTIA	4370		Oct. 10, 1904.
NICOMEDIA	4370	Wagner	Oct. 23, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, August 24, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HANSEN.	SUNDAY, 28th Aug., at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN.	WEDNESDAY, Aug. 31, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	M. STRUVE, Capt. T. BRANDT.	SUNDAY, 4th Sept., at 10 a.m.

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its special-ty designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, August 23, 1904.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TREMONT	3606	T. W. Garlick	October 1.

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 3606 tons | Capt. W. M. Smith About 29th August.
S.S. TREMONT 3606 tons | Capt. T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, August 24, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	ANTENOR	2nd September.
GLASGOW AND LIVERPOOL	TELEMACHUS	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	PLEIUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	13th September.
* GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	TELEMACHUS	7th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CHEFOO, WEI HAI WEI & TIENTSIN	KANSHU	26th August.
FOOCHOW AND SHANGHAI	Yochow	27th August.
SHANGHAI	Wooching	29th August.
MANILA	TEAN	30th August.

PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, August 25, 1904.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
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ZAFIRO 2540 R. Rodger Manila Direct Aug. 27, at 10 a.m.

RUBI 2540 R. W. Almond Manila Direct Sept. 10, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, August 20, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via TAKU or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks—

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
S.S. SWANLEY	J. P. DAWSON.	...
S.S. COURTFIELD	J. W. MARTIN.	...
S.S. CRANLEY	W. E. STEELE.	...
S.S. IKRAL	A. JENNINGS.	...
S.S. ASCOT	C. E. COX.	...
S.S. TWEDDALE	T. M. MILNE.	...
S.S. LOTHIAN	J. G. WILLIAMSON.	...

The next departure will be the s.s. LOTHIAN, sailing from here on or about 5th September, taking Cargo for Durban, East London, Port Elizabeth and Cape Town.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 19, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS.	Second half of August.	JAPAN, via SHANGHAI.	First half of Sept.
TJILATJAP	JAPAN.	Second half of August.	JAVA PORTS.	Second half of Sept.
TJIMAH	JAPAN.	First half of September.	JAVA PORTS.	First half of Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENT,
Java-China-Japan Lijn,

TELEPHONE No. 375.
HONGKONG, August 18, 1904.

ALEXANDRA BUILDINGS.

1794

Shipping.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AFRICAN AND
SOUTH AFRICAN PORTS.

THE Steamship COROMANDEL, Capt. G. M. MONTYDOR, R.M.S., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Molodnia, 9500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Suez and Valmala, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Victoria, due in London on the 9th October, 1904.

Letters will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, August 23, 1904.

AUSTRIAN NAVIGATION
LLOYD'S
STEAM

STEAM FOR
FIUME AND TRIESTE Direct, Calling at
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEEN, SUEZ and
PORT SAID.

(Taking cargo at through rates to the
BRAZIL, to SOUTH AFRICA, RED SEA,
BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship
NIPPON,
Captain MISHIRO, will be despatched as
above on WEDNESDAY, the 31st August,
p.m.

For information as to Passage & Freight,
apply to

SANDER, WIELER & Co.,
Agents,
Prince's Building.

Hongkong, August 2, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
EPSOM,
Captain J. Cox, will be despatched for
the above Port on or about SATURDAY,
the 3rd September.

To be followed by the Steamship
OLYMPIA,
on or about TUESDAY, 18th October.

For Freight, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, August 24, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEEN, EGYPT, MAR-
SEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER
PLATE.

ON TUESDAY, the 6th September,
1904, at 1 p.m., the Company's
Steamship MANOHE, Captain MOURAD,
with MAIL, PASSENGERS, SPORE,
and CARGO, will leave this Port for
MARSEILLES, Via Ports of Call, transhipping
Passengers and Cargo at SAIGON to s.s.
Polydora.

Cargo and Species will be registered for
London as well as for Marseilles, and ac-
companied in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon only on MONDAY, the 5th September,
Specie and Parcels received until 4 p.m.
on the same day. No Cargo will be re-
ceived on board on TUESDAY.

Parcels are not to be sent on board;
they must be left at the Agency's Office.

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 23, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
EASTERN,
Captain ELLIS, will be despatched for
the above Ports on SATURDAY, the 17th
September, at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrigerat-
ing Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardsess and a duly qualified Sur-
geon are carried.

N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 18, 1904.

1523

Shipping.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
LOONGSANG.

Captain G. S. WHIGALL, will be despatched
as above on FRIDAY, the 26th Inst., at
4 p.m.

This Steamer has superior Accommoda-
tion for First-class Passengers, and is fitted
throughout with Electric Light and carries
a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 20, 1904.

1538

'SHIRE' LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship
MERIONETHSHIRE.

Captain G. C. GUNBY, will be despatched
for the above ports on or about WEDNES-
DAY, the 7th September.

This Steamer has Superior Accommoda-
tion for Saloon Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES CO.,
Agents.

Hongkong, August 11, 1904.

1470

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
BENVORLICH.

Captain THOMSON, will be despatched as
above on or about WEDNESDAY, the 7th
September.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 22, 1904.

1495

STEAMSHIP SERVICE TO NEW
YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship
HUDSON,

will be despatched on or about THURS-
DAY, the 16th September, 1904.

For Freight or further information,
Apply to

STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, August 12, 1904.

1375

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL 1904.

ATHOLL About Sept. 20.

For Freight and further information,
Apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, August 20, 1904.

1110

HONGKONG-MACAO
LINE.

S. S. 'WING CHAI',
CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from Hongkong on Sun-
days at 7.30 a.m.; Excursion on Sun-

